

# Transport and Environment Committee

10.00am, Thursday, 16 November 2023

## Supported Bus Services

Executive/routine  
Wards

Routine  
All, particularly Wards 1- Almond, 2 – Pentland Hills,  
11 - City Centre, 14 – Craightinny/Duddingston, 17 –  
Portobello/Craigmillar

### 1. Recommendations

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- 1.1 Transport and Environment Committee is asked to note:
  - 1.1.1 The intention set up a Dynamic Purchasing System for supported bus services in Edinburgh;
  - 1.1.2 The proposed supported bus service network routes which will then be tendered under the Dynamic Purchasing System; and
  - 1.1.3 That the outcome of the set-up of the Dynamic Purchasing System is expected to be reported to Finance and Resources Committee on 25 January 2024, with an update in the Business Bulletin to Transport and Environment Committee on 1 February 2024.

**Paul Lawrence**

Executive Director of Place

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## Supported Bus Services

### 2. Executive Summary

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- 2.1 This report updates Committee on the procurement of the Council's supported bus services network.

### 3. Background

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- 3.1 On 17 August 2023, Committee received an [update](#) on the current arrangements and proposed approach to review the Council's supported bus services network. This report included details of the existing network, with a summary provided in Appendix 1 of this report.
- 3.2 Committee requested ongoing concise updates to each Transport and Environment Committee on current arrangements in Ratho and on-going work to review, improve and retender supported bus services.
- 3.3 In addition, committee reiterated the direction given on 18 May 2023 in respect of the formal Prior Information Notice (PIN) and exploring opportunities to link with local businesses and organisations. Committee requested that full use be made of the valuable work done by the Ratho Bus Working Group.
- 3.4 The outcomes which Committee agreed for this work were to:
- 3.4.1 Support isolated communities;
  - 3.4.2 Promote accessibility and social inclusion (for example by providing access to health services, employment, leisure and shopping for older people, disabled people, and those from areas of social deprivation and high unemployment); and
  - 3.4.3 Ensure that the framework used to inform recommendations for tender and development of alternative route and service options should include equalities criteria that support the aims (3.4.1 and 3.4.2).
- 3.5 Business Bulletin updates have been provided to Committee on [14 September 2023](#) and [12 October 2023](#).

## 4. Main report

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- 4.1 As outlined in the report to Committee in August 2023 and in subsequent Business Bulletin updates, officers have continued to engage with local Community Councils, Elected Members and bus operators in the west of the city on the provision of supported bus services. This has included consideration of the information provided by the Ratho Bus Working Group and feedback on connectivity and aspirations for the future of the network.
- 4.2 In addition, engagement with bus operators has continued on the development of routes which are efficient, reliable and affordable.

### **Supported Bus Service Options**

- 4.3 In advance of tendering for the new supported bus service routes in the city, Appendix 1 contains a summary of the routes which will form part of the tendering process.
- 4.4 Revisions to the existing supported bus services network are proposed to create the following routes:
- 4.4.1 Gyle - Ratho Station – Ratho – Hermiston Park & Ride;
  - 4.4.2 Queensferry – Kirkliston – Newbridge – Gyle;
  - 4.4.3 Craigmyle – Ravelston Dykes – City Centre – Dumbiedykes;
  - 4.4.4 Gyle – Clermiston – Corstorphine; and
  - 4.4.5 Chesser – Wester Hailes.
- 4.5 In addition, a new service would connect Cramond – Gyle – Edinburgh park – Sighthill – Hermiston – Currie – Balerno, improving north-south connectivity in the west of the city. A Portobello Circular is also proposed to be reintroduced.
- 4.6 Recognising the feedback received from the Ratho Bus Working Group, an additional proposal has been developed to provide a direct link between the city centre and Ratho Station and Ratho, with potential connectivity to other visitor attractions and businesses in the area. It is proposed that this route would operate hourly, however, the option of a half-hourly frequency during the daytime will also be included, recognising the aspirations of the local community.
- 4.7 All revised routes seek to address changing patterns of travel demand and improve service reliability, while aligning with the Council's City Mobility Plan and Net Zero objectives.
- 4.8 However, initial feedback from bus operators has highlighted that this service may potentially be in competition with other commercial services and there may be limited operator interest in the route.

### **Dynamic Purchasing System**

- 4.9 At the recommendation of the Council's procurement team, based on market research, it is intended to set-up a Dynamic Purchasing System (DPS). Unlike a

Framework Agreement, a DPS enables any new candidates (operators) who satisfy the selection criteria to be admitted throughout the lifetime of the DPS.

- 4.10 The selection criteria will include, but may not be limited to, meeting the relevant Public Service Vehicle (PSV) operator license requirements (or equivalent).
- 4.11 All contractors who are awarded into the DPS will then be invited to tender for each specific route under the DPS. This enables the Council to proceed with tendering each route on a phased basis, with tendering expected to proceed consecutively.
- 4.12 The phased approach recognises the demand on contractors in preparing tender submissions and therefore is expected to improve the quality of submissions received.
- 4.13 A Prior Information Notice (PIN) was published on 9 November 2023.

## **5. Next Steps**

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- 5.1 Officers will continue to review and refine the proposed supported bus service routes in preparation for tendering under the DPS.
- 5.2 An invitation to apply for admission to the DPS for the provision of supported bus services will shortly be advertised on Public Contracts Scotland, with a closing date for initial applications of mid-December 2023. Contractors may apply to join the DPS at any point during its validity if they satisfy the selection requirements, and if none of the grounds for exclusion apply.
- 5.3 A report to Finance and Resources Committee on 25 January 2024 is expected to recommend the appointment of contractors to the DPS.
- 5.4 If Finance and Resources Committee approve the set-up of the DPS, contractors on the DPS will be invited to tender for the supported bus service routes on a phased basis.
- 5.5 Following the preparation of tender documentation, the expectation is that each route will be put out to contractors on the DPS for a minimum of three weeks. Officers will ensure that the evaluation and due diligence of bids proceeds as swiftly as possible, and that Elected Members are kept updated throughout the tendering process.

## **6. Financial impact**

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- 6.1 The current annual budget for supported bus services is £1.5m.

## **7. Equality and Poverty Impact**

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- 7.1 An integrated impact assessment is underway and is expected to be completed for inclusion within the report to Finance and Resources Committee on 25 January 2024.

## 8. Climate and Nature Emergency Implications

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- 8.1 As a public body, the Council has statutory duties relating to climate emissions and biodiversity. The Council

*“must, in exercising its functions, act in the way best calculated to contribute to the delivery of emissions reduction targets”*

(Climate Change (Emissions Reductions Targets) (Scotland) Act 2019), and

*“in exercising any functions, to further the conservation of biodiversity so far as it is consistent with the proper exercise of those functions”*

(Nature Conservation (Scotland) Act 2004)

- 8.2 The City of Edinburgh Council declared a Climate Emergency in 2019 and committed to work towards a target of net zero emissions by 2030 for both city and corporate emissions and embedded this as a core priority of the Council Business Plan 2023-27. The Council also declared a Nature Emergency in 2023.

### **Environmental Impacts**

- 8.3 A key part of the tendering under the DPS will be the requirement for contractors to work towards achieving zero emissions as soon as practical, in support of the city’s net zero emissions target. Contractors are also aware of the Low Emission Zone implementation in 2024.

## 9. Risk, policy, compliance, governance and community impact

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- 9.1 The outcomes noted in paragraph 3.4 are at the centre of the development of the draft proposed supported bus service routes.
- 9.2 There have been discussions with affected Community Councils and other representative groups, particularly in the west of the city, and with Elected Members on the need for supported bus services to improve local connectivity and accessibility.

## 10. Background reading/external references

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- 10.1 None.

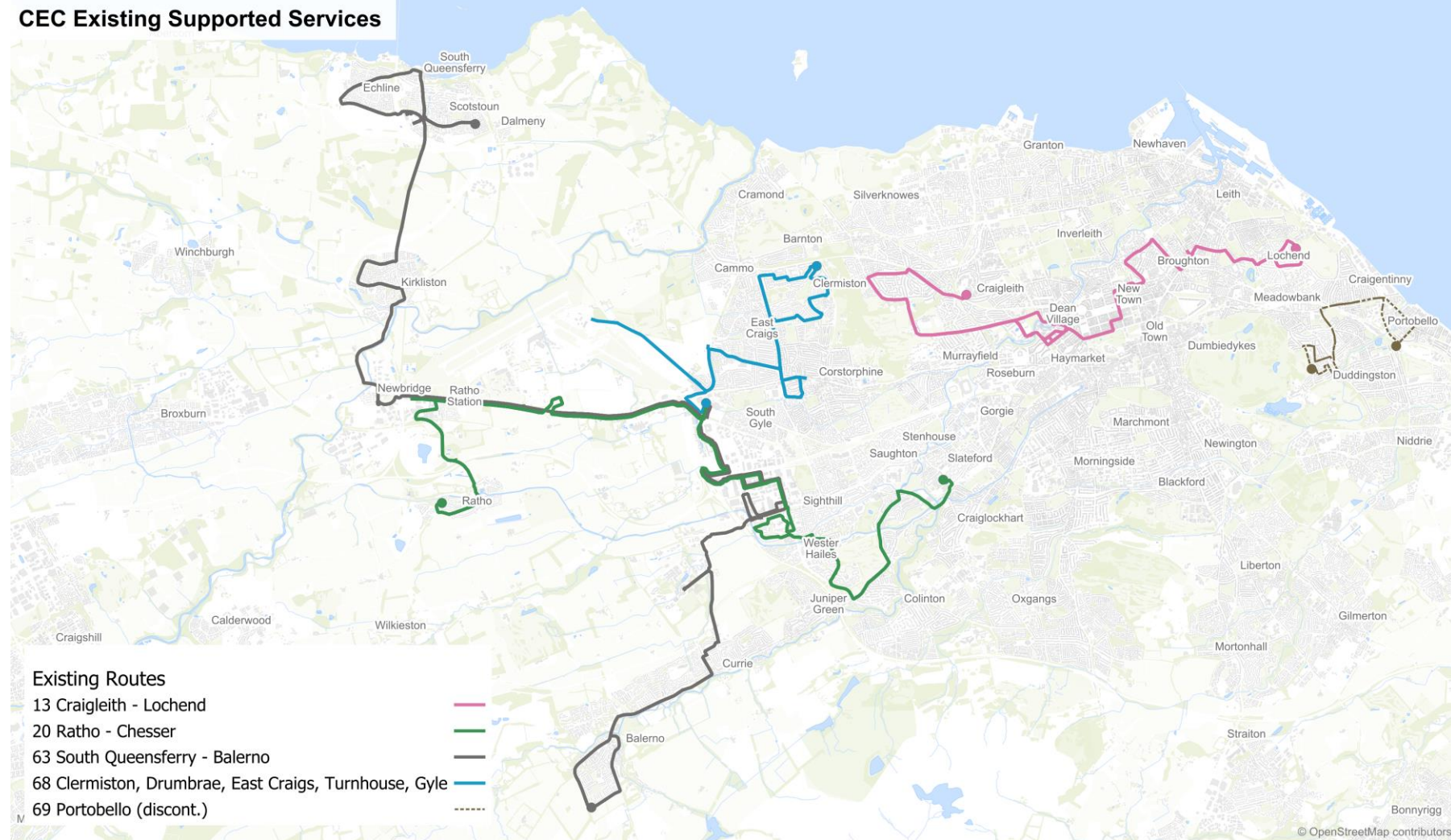
## 11. Appendices

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Appendix 1 – Current and Proposed Supported Bus Service Routes

# Existing Supported Services

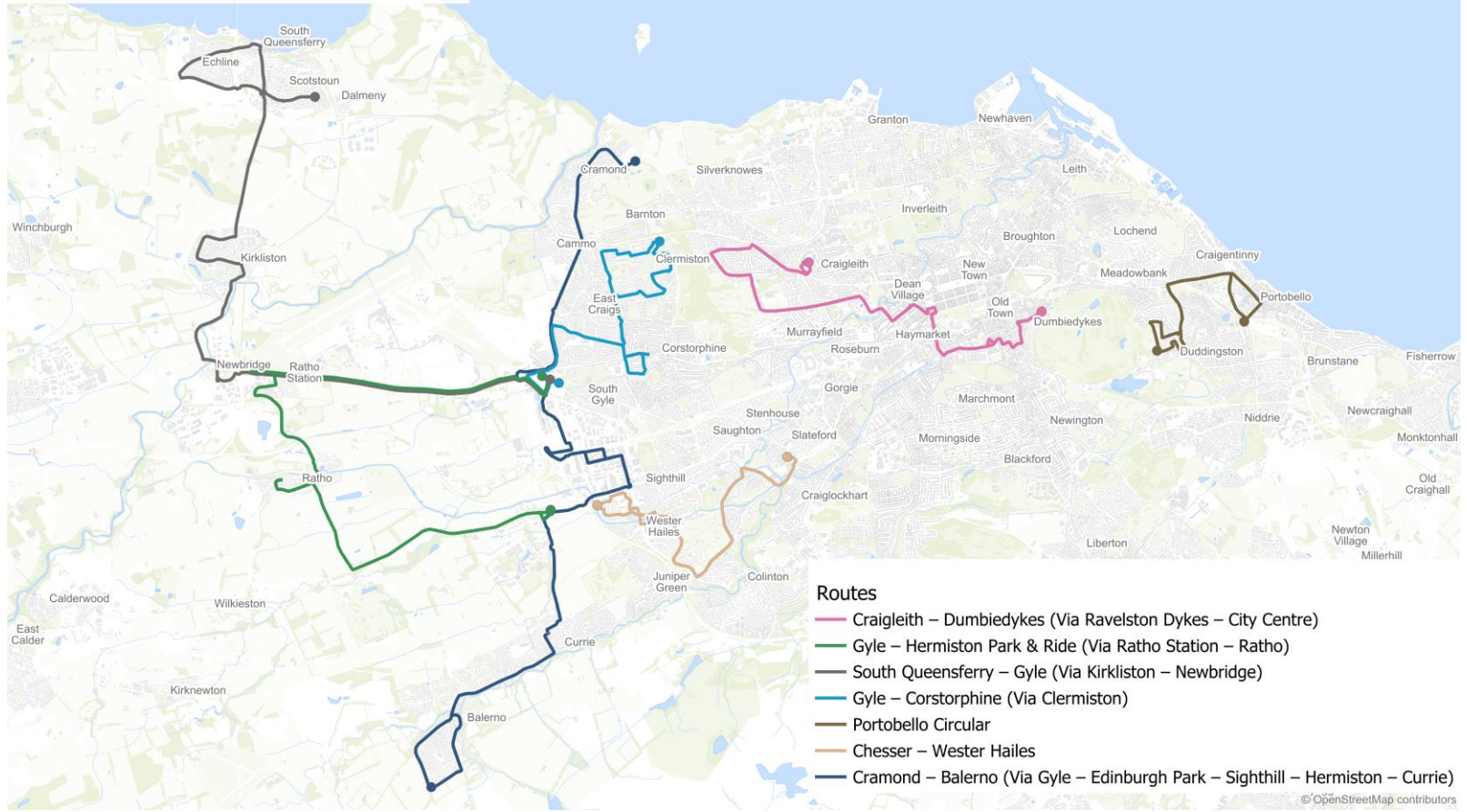
## CEC Existing Supported Services



Metrics	ECL 13	McGill's 20	McGill's 63	McGill's 68	Lothian 69 (discont.)
Route	Lochend - Craigleith	Ratho - Chesser	S. Queensferry - Balerno	Gyle Circular	Portobello Circular
Hours of Operation* First-Last Departure	0635-1826 Mon-Sat No Sunday service	0630-2130 Mon-Sat 0832-2332 Sun	0642 – 1817 Mon-Sat 0755 – 1817 Sun	0900-1530 Mon-Fri 0957-1310 Sat No Sunday service	0918-1541 Mon-Sat No Sunday service
Frequency / Route Time	~60 mins / ~55mins	~60 mins / ~65 mins	~90 mins / ~60 mins	~70 mins / ~65mins	~40 mins / ~40mins

# Supported Services Options (1)

CEC Supported Services Route Options



Metrics	Gyle – Hermiston Park & Ride	Chesser – Wester Hailes	Queensferry – Gyle	Cramond – Balerno	Gyle – Corstorphine
Route	Via Ratho Station, Ratho	Via The Calders, Kingsknowe, Longstone	Via Kirkliston, Newbridge	Via Gyle, Edinburgh Park, Sighthill, Hermiston, Currie	Via Clermiston
Days of Week	Monday - Sunday	Monday - Saturday	Monday - Sunday	Monday - Saturday	Monday - Saturday
Frequency	Hourly	Hourly	Hourly	Hourly	Hourly
Approx. Start/End Times	Mon-Fri: 0600-2300 Sat: 0700-2300 Sun: 0800-2300	Mon-Fri: 1000-1600 Sat: 1000-1600	Mon-Fri: 0700-2000 Sat: 0700-2000 Sun: 0900-1900	Mon-Fri: 0600-2200 Sat: 0600-2100	Mon-Fri: 0900-1700 Sat: 1000-1500

# Supported Services Options (2)

CEC Supported Services Route Options

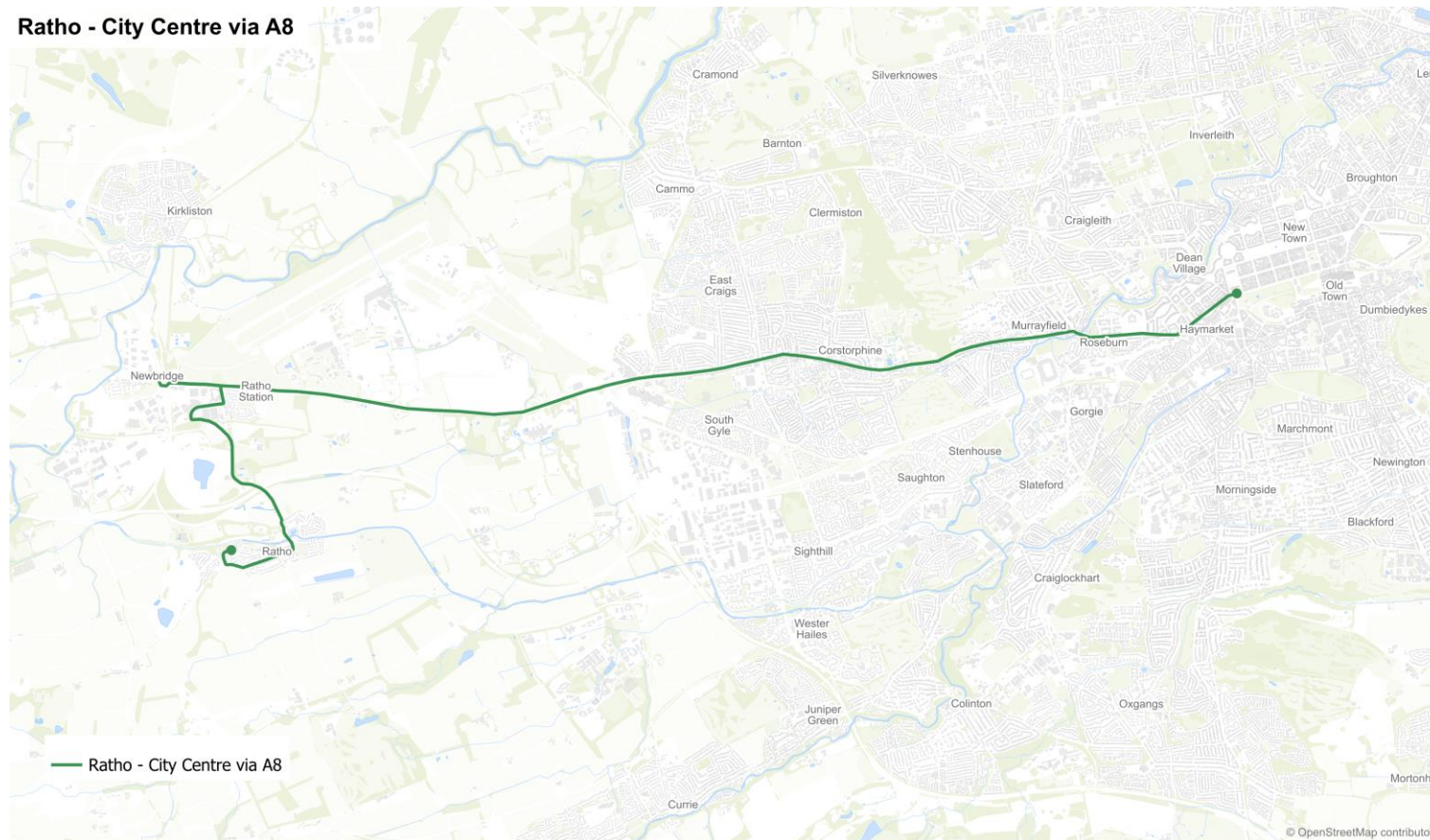


Metrics	Craigleith - Dumbiedykes	Portobello Circular
Route	Via Ravelston Dykes, City Centre	Via Northfield, Duddingston
Days of Week	Monday - Saturday	Monday - Saturday
Frequency	Hourly	Hourly
Approx. Start/End Times	Mon-Fri: 0600-1900 Sat: 0700-1900 Sun: 0700-1900	Mon-Fri: 0900-1600 Sat: 0900-1600



# Ratho – City Centre Direct Route (via A8)

Ratho - City Centre via A8



Metrics	Ratho – City Centre
Route	Via A8
Days of Week	Monday - Sunday
Frequency	Hourly / Half Hourly
Approx. Start/End Times	Mon-Fri: 0600-2300 Sat: 0700-2300 Sun: 0800-2300